

Project# _____
TIP# _____
Let Date _____
WBS# _____

PREDESIGN-PRESURVEY REPORT

County YANCEY

Bridge# 990 293
Road# SR 1411
Stream BALD MT. CREEK

Type Of Request: POC Force Account TIP NCMA

Date 4/4/12 Name Wsh Assigned To RCH

Checked By _____

Prior Survey Date 1/83 (attach copy of prior survey) BB: 25-40' / 2-83 CO. YES

Study By Scour Section _____

Flood Zone AE Detail Study REDELINEA Date 6/2/09 Panel# 9893 J

B.M. Info N/A

Quad Map BALD CREEK Drainage Area 15.8 S.M. From DASS 2 QUAD SAT.
Q25 2900 cfs Q50 3500 Q100 4100 Method REG. EQU. RURAL REGION

EXISTING BRIDGE INFORMATION

Location 0.01 Mi. E. JCT. SR 1395

Average Daily Traffic 360 (2010)

Length 66' Bed- To Crown 15' Water Depth 1'

Type Structure STEEL PLANK FLR. ON I BEAMS, (E. BT 1 1/2 INT. BT H-PILES, EBT2 RC H-PILE

Type Spans 1 @ 40' 3", 1 @ 26

Upstream Structure Bridge # 990068

Location 0.01 Mi. S. JCT. SR 1395

Bed- To Crown 8 FT Prior Survey -

Downstream Structure None

Location -

Bed- To Crown - Prior Survey -

SCS Watershed -

ESM- NO
UNDESIGNATED YES ENVIRONMENTAL

Trout Stream DWQTR-YES Anadromous Fish NO Primary Nursery Area NO

High Quality Waters NO Nutrient Sensitive Waters NO

Near Water Supply Intake NO CAMA County NO

Stream Classification C, TR STREAM #: 7-3-32

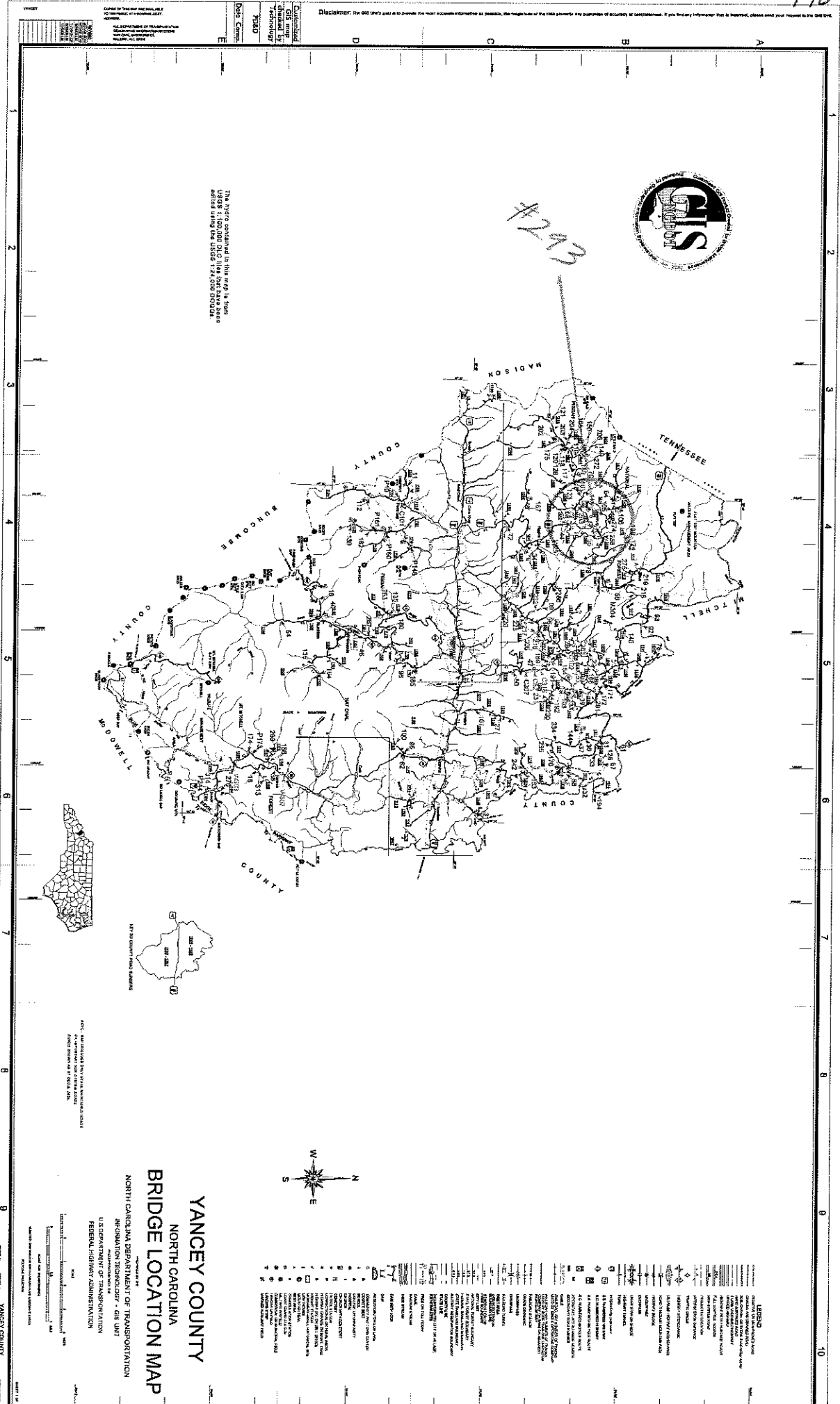
DENR River Basin Info. FRENCH BROAD

Disclaimer: The Q&A Unit's goal is to provide the most accurate information as possible, the highlights of the ERM plan(s). Any page(s) of accuracy or completeness. If you find any information that is incorrect, please send your request to the Q&A Unit.



43

The hydro contained in this map is from USGS 1:100,000 D.C. files that have been edited using the USGS 1:24,000 D.C. data.



YANCEY COUNTY
NORTH CAROLINA
BRIDGE LOCATION MAP

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
INFORMATION TECHNOLOGY - GIS UNIT
ACQUISITION UNIT 14
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

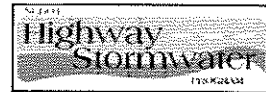
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YANCEY COUNT

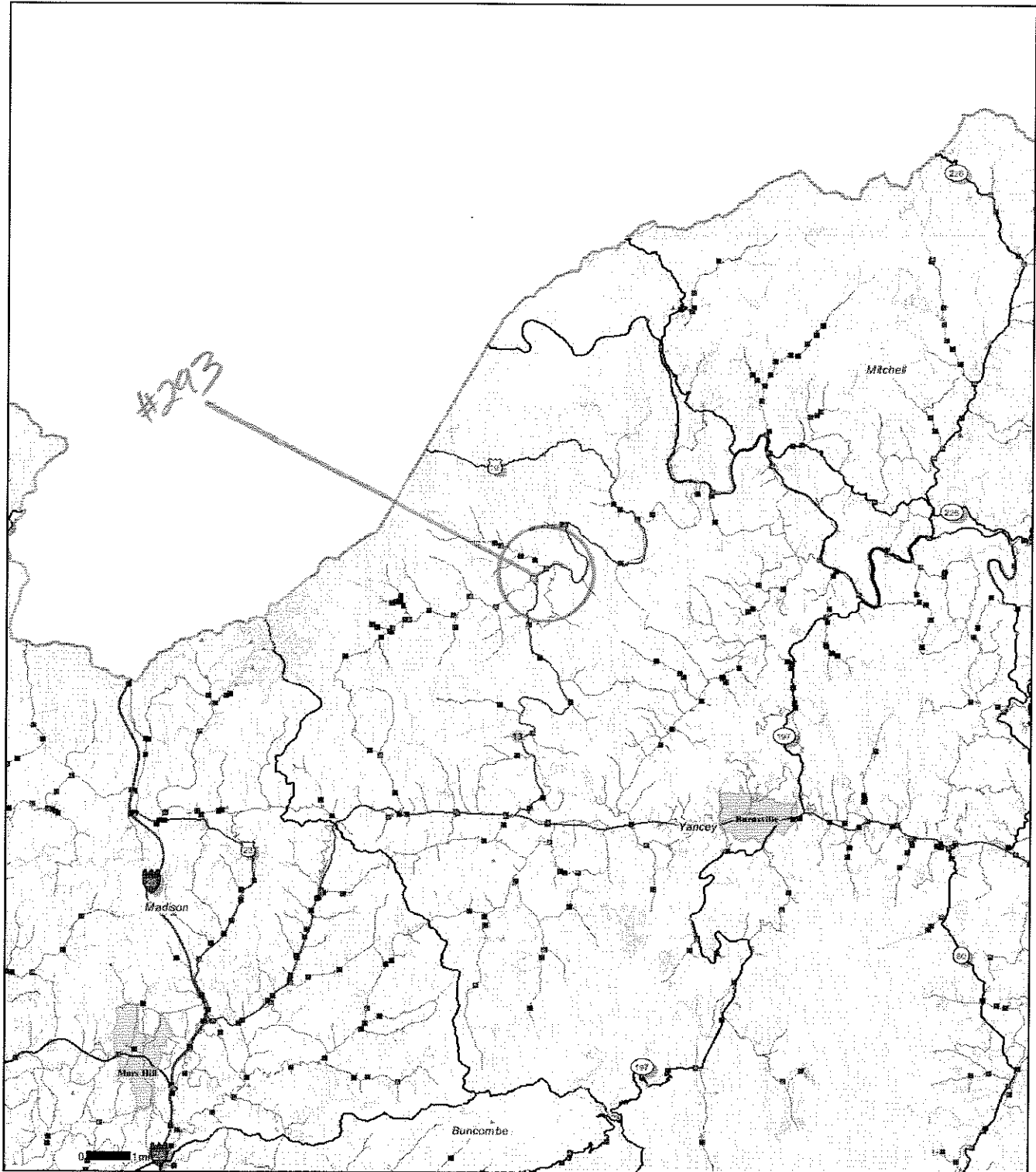
44871-06

Environmental Sensitivity Map - 2008

4/9/2012 10:57 AM

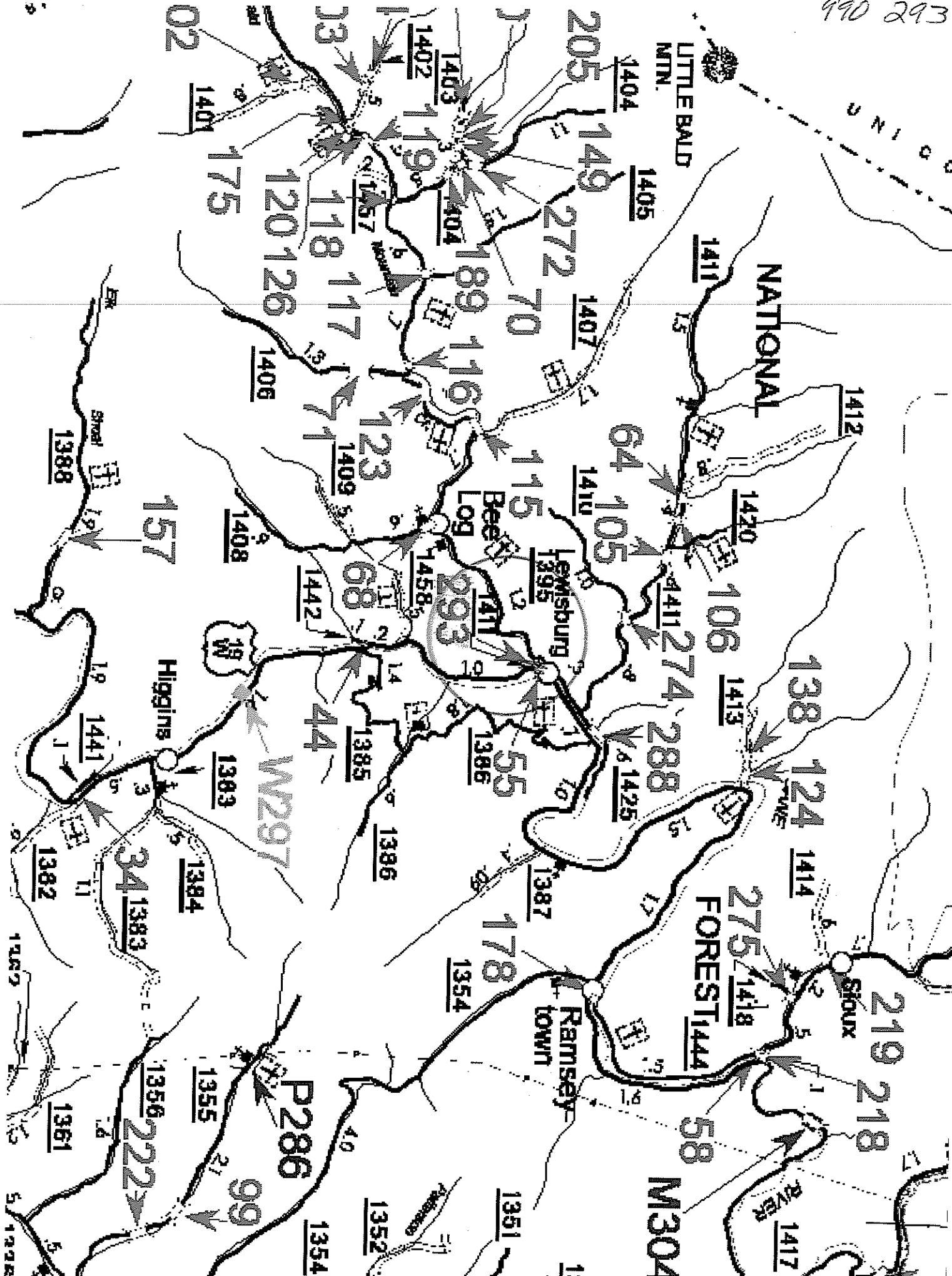


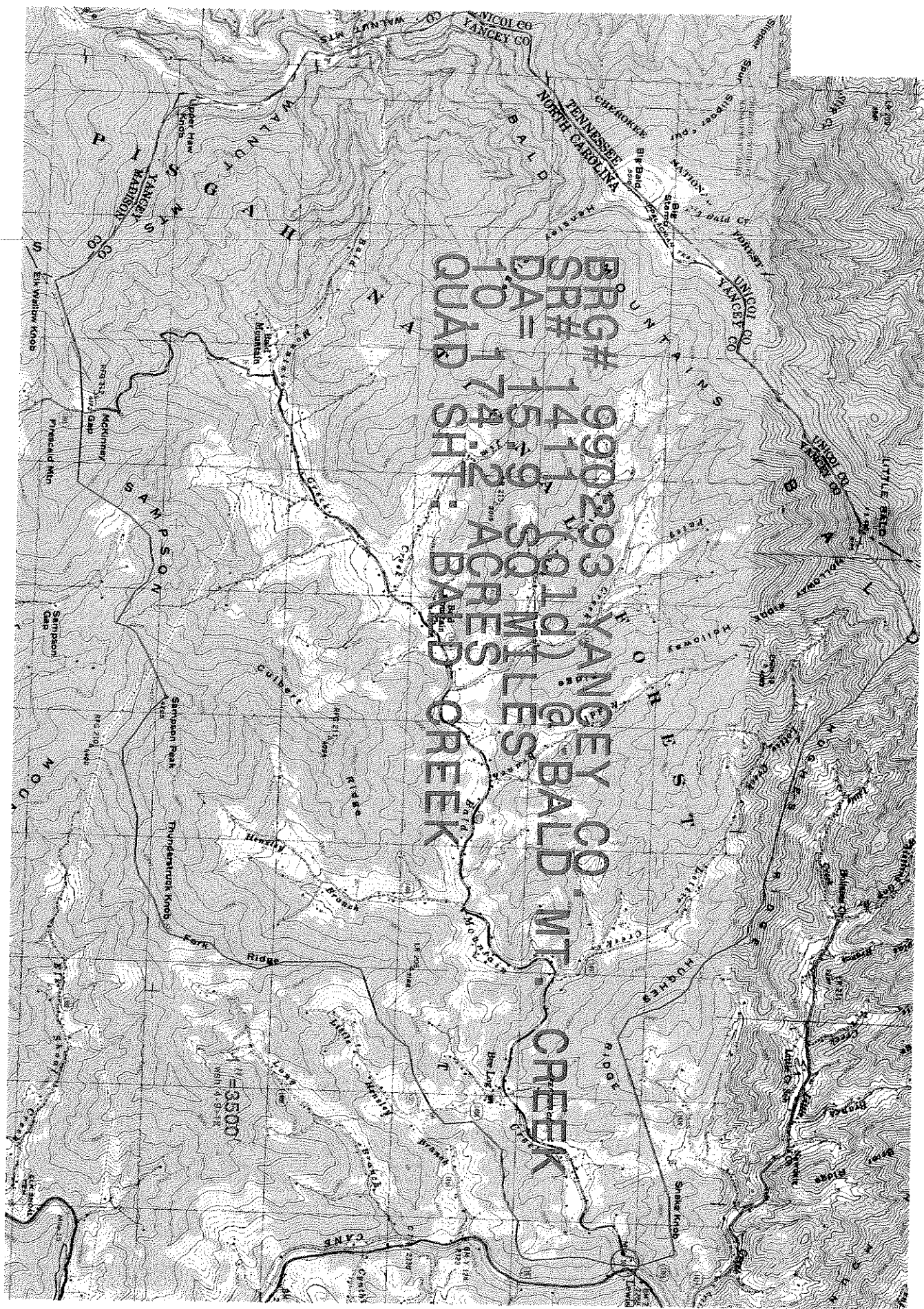
990293 LOCATION

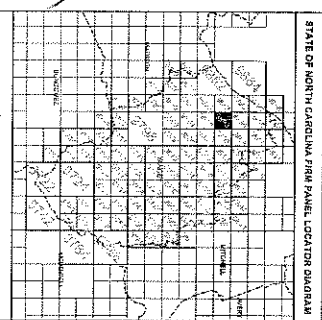


Legend

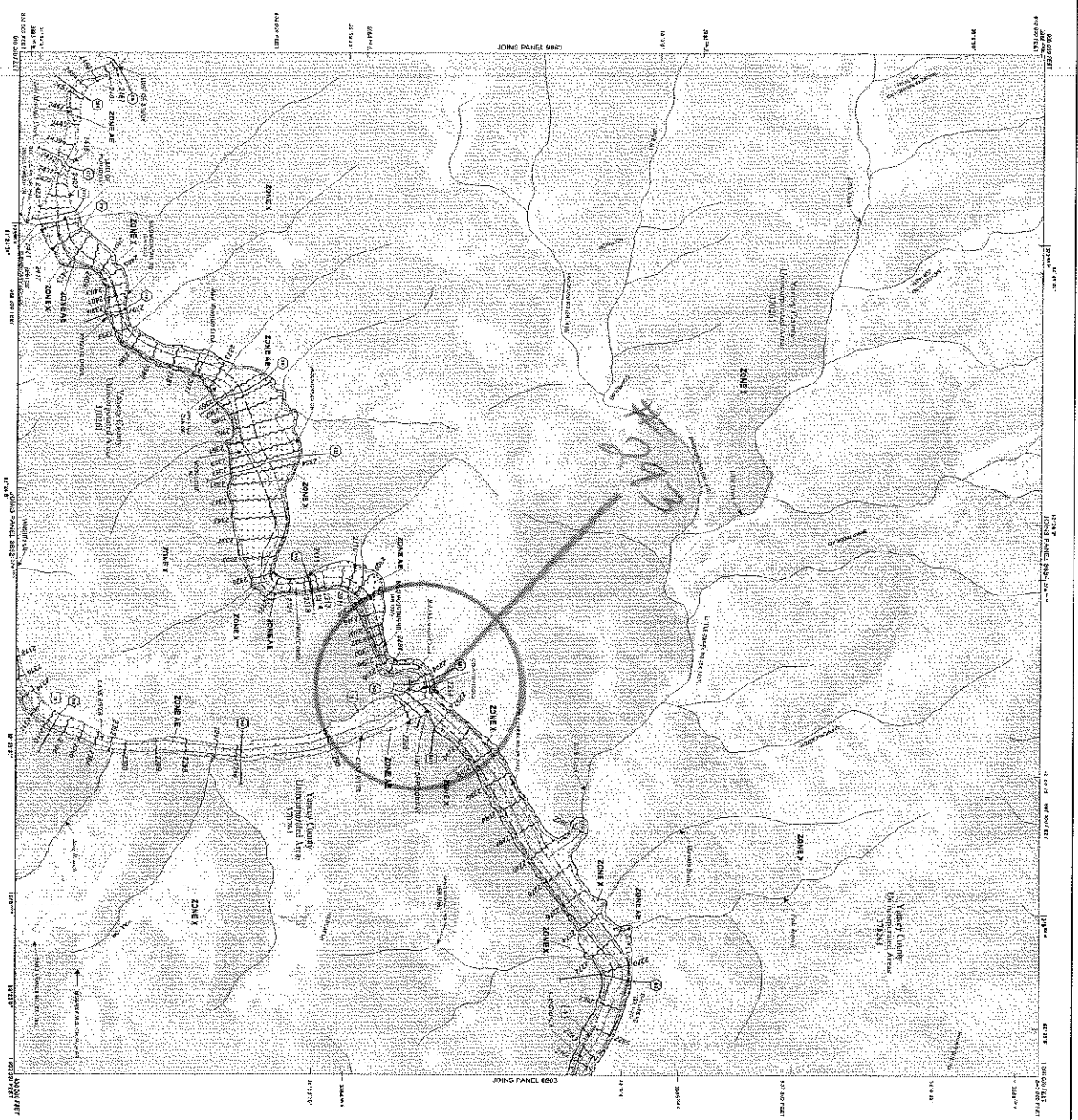
- | | | | | | |
|---|---|--|---|---|---|
| <ul style="list-style-type: none"> City/Town DOQQ Grid 24K Grid 100K Grid Drainage Areas of Selected Sites USGS Continuous Gage Station 2003 USGS Gage Stations CGIA Copy Ambient Water Monitoring Stations Industrial Outfalls 2006 Implicit Outfalls 2007 DRAFT Stormwater Controls IDDEP | <ul style="list-style-type: none"> NPDES Sites TIP Intersections 2004 To 2010 TIP Bridge 2004 To 2010 NCDOT Bridges TIP Road Section 2004 To 2010 TIP Intersections 2007 To 2013 TIP Bridge 2007 To 2013 TIP Road Section 2007 To 2013 Airports Ferry Routes Power/Transmission Line Rest Areas | <ul style="list-style-type: none"> Railroad Local Roads Secondary Road Interstate Highway US Route Highway NC Route Surface Water Intake Anadromous Spawning Streams Water Supply Watersheds Primary Nursery Secondary Nursery Special Secondary Nursery | <ul style="list-style-type: none"> SA Water ORW HQW_ORW_DWQ_2006 High Quality Water Zone Hazardous Spill Basin Line 303D Streams 24K Hydrography Line Federal Lands National Wetlands Inventory Hazardous Spill Basin Polygon HSB Boundary 24K Hydrography Polygon 100K Hydrography Line | <ul style="list-style-type: none"> 100K Hydrography Polygon Streambed Mapping (19 Counties) Trout Water WRC Trout Water DWQ Soil State Boundary EEP TLW Local Planning EEP TLW Basinwide Planning Sub River Basin 14 Digit Hydrologic Catalog Unit 8 Digit Hydrologic Catalog Unit River Basin Major Urban | <ul style="list-style-type: none"> Minor Urban Jordan Boundary Falls Lake Boundary High Rock Boundary Catawba Main Stem RND Boundary Goose Creek Boundary Piedmont Hydrogeology County Physiographic Frame Data 500K Physiographic Region DOT Division Background County |
|---|---|--|---|---|---|







FLOOD HAZARD DATA TABLE				
DATE	SEASON	WATER SURFACE	WATER DEPTH	WATER VELOCITY
FLOODING DUE TO RAINFALL				
FLOODING DUE TO TIDE				
FLOODING DUE TO WIND SURGE				
BUILT UP/UNDRAINING AREA:				
301	946	NA	2,294.27	50
111	818	NA	2,183	50
112	818	NA	2,183	50
942	430	NA	2,208	50
943	2,481	NA	2,281.5	50
944	2,481	NA	2,281.5	50
945	2,481	NA	2,281.5	50
946	2,481	NA	2,281.5	50
947	2,481	NA	2,281.5	50
948	2,481	NA	2,281.5	50
949	2,481	NA	2,281.5	50
950	2,481	NA	2,281.5	50
951	2,481	NA	2,281.5	50
952	2,481	NA	2,281.5	50
953	2,481	NA	2,281.5	50
954	2,481	NA	2,281.5	50
955	2,481	NA	2,281.5	50
956	2,481	NA	2,281.5	50
957	2,481	NA	2,281.5	50
958	2,481	NA	2,281.5	50
959	2,481	NA	2,281.5	50
960	2,481	NA	2,281.5	50
961	2,481	NA	2,281.5	50
962	2,481	NA	2,281.5	50
963	2,481	NA	2,281.5	50
964	2,481	NA	2,281.5	50
965	2,481	NA	2,281.5	50
966	2,481	NA	2,281.5	50
967	2,481	NA	2,281.5	50
968	2,481	NA	2,281.5	50
969	2,481	NA	2,281.5	50
970	2,481	NA	2,281.5	50
971	2,481	NA	2,281.5	50
972	2,481	NA	2,281.5	50
973	2,481	NA	2,281.5	50
974	2,481	NA	2,281.5	50
975	2,481	NA	2,281.5	50
976	2,481	NA	2,281.5	50
977	2,481	NA	2,281.5	50
978	2,481	NA	2,281.5	50
979	2,481	NA	2,281.5	50
980	2,481	NA	2,281.5	50
981	2,481	NA	2,281.5	50
982	2,481	NA	2,281.5	50
983	2,481	NA	2,281.5	50
984	2,481	NA	2,281.5	50
985	2,481	NA	2,281.5	50
986	2,481	NA	2,281.5	50
987	2,481	NA	2,281.5	50
988	2,481	NA	2,281.5	50
989	2,481	NA	2,281.5	50
990	2,481	NA	2,281.5	50
991	2,481	NA	2,281.5	50
992	2,481	NA	2,281.5	50
993	2,481	NA	2,281.5	50
994	2,481	NA	2,281.5	50
995	2,481	NA	2,281.5	50
996	2,481	NA	2,281.5	50
997	2,481	NA	2,281.5	50
998	2,481	NA	2,281.5	50
999	2,481	NA	2,281.5	50
1000	2,481	NA	2,281.5	50

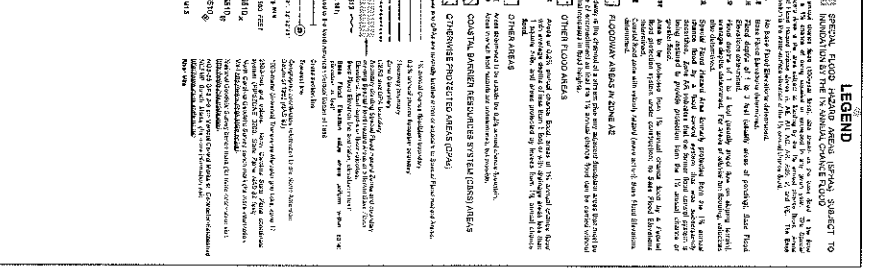
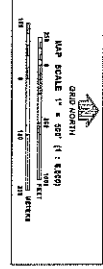
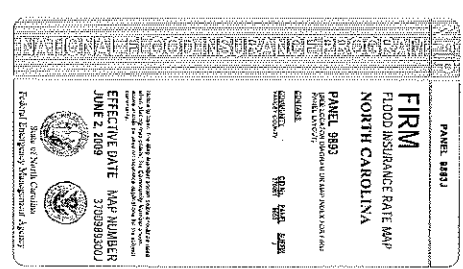
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NOTES TO USERS

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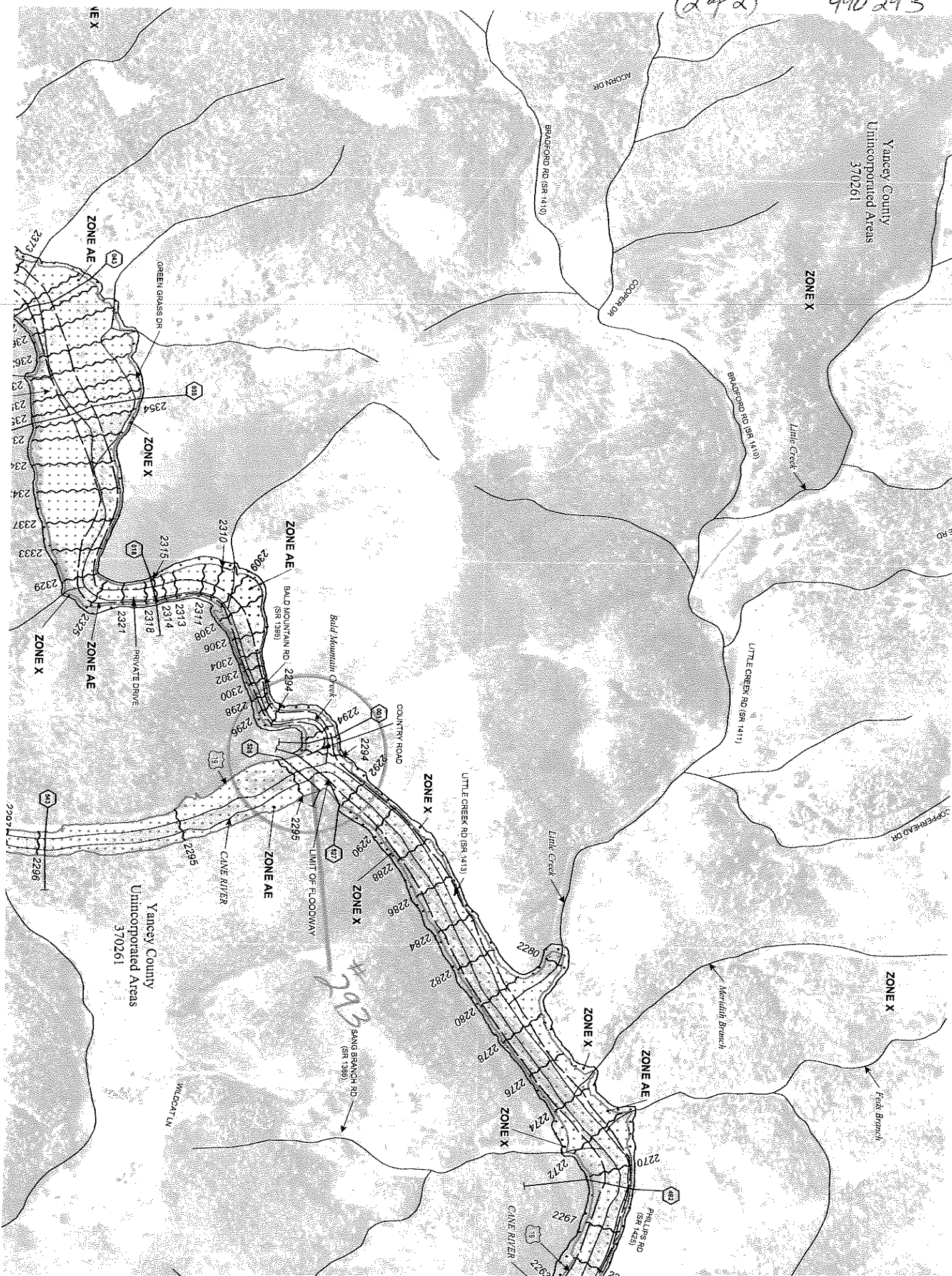
stated, "and not in the United States. Most Americans are not concerned about the environment, and that is the reason why the United States is not doing as much as it should be doing to protect the environment." David Schwartz, 2004, *Environmentalism in the United States*, p. 10.

the 1990s, the use of the Internet and e-mail has become an integral part of the business environment. The Internet has become a primary source of information for many businesses, and e-mail has become a primary mode of communication. The use of the Internet and e-mail has also led to the development of new business models, such as e-commerce and e-business. The use of the Internet and e-mail has also led to the development of new business processes, such as e-procurement and e-invoicing. The use of the Internet and e-mail has also led to the development of new business opportunities, such as e-marketing and e-sales. The use of the Internet and e-mail has also led to the development of new business challenges, such as e-security and e-privacy. The use of the Internet and e-mail has also led to the development of new business solutions, such as e-collaboration and e-integration. The use of the Internet and e-mail has also led to the development of new business trends, such as e-innovation and e-growth. The use of the Internet and e-mail has also led to the development of new business strategies, such as e-competition and e-cooperation. The use of the Internet and e-mail has also led to the development of new business structures, such as e-organization and e-management. The use of the Internet and e-mail has also led to the development of new business cultures, such as e-ethics and e-values. The use of the Internet and e-mail has also led to the development of new business systems, such as e-infrastructure and e-services. The use of the Internet and e-mail has also led to the development of new business standards, such as e-quality and e-sustainability. The use of the Internet and e-mail has also led to the development of new business practices, such as e-optimization and e-innovation. The use of the Internet and e-mail has also led to the development of new business results, such as e-growth and e-success.

[illegible]

(2 of 2)

990 293



990 293



NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
BRIDGE MANAGEMENT UNIT

ATTENTION PRIORITY MAINTENANCE; PREVIOUS PRIORITY
MAINTENANCE REQUESTS NOT ADDRESSED

BRIDGE INSPECTION REPORT

INSPECTION TYPE: Routine Inspection

COUNTY YANCEY BRIDGE NUMBER 990293 INSPECTION CYCLE 2 YRS

ROUTE SR1411 ACROSS BALD MTN.CREEK M.P. 0

LOCATION .01 MI.E.JCT.SR1395

SUPERSTRUCTURE STEEL PLANK FLOOR ON I-BEAMS

SUBSTRUCTURE E.BT1&INT.BT:STL.CAPS/H-PILES(ENC.CONC.);E.BT2:RC CAP/H-PILE

SPANS 1 @ 40'-3,1 @ 26'

LONGITUDE 82° 23' 37.0"

LATITUDE 35° 59' 39.4"

PRESENT CONDITION POOR

INVENTORY RATING

INSPECTION DATE 09/27/2011

OPERATING RATING

PRESENT POSTING Not Posted SV-20, TTST-27

PROPOSED POSTING

COMPUTER UPDATE

ANALYSIS DATE

POSTING LETTER DATE

SUFFICIENCY RATING

OTHER SIGNS PRESENT DELINEATORS



SIGN NOTICE ISSUED FOR	NUMBERED REQUIRED
<u>No</u> WEIGHT LIMIT	
<u>No</u> DELINEATORS	
<u>No</u> NARROW BRIDGE	
<u>No</u> ONE LANE BRIDGE	
<u>No</u> LOW CLEARANCE	

EAST

NATIONAL BRIDGE INVENTORY----- STRUCTURE INVENTORY AND APPRAISAL

Run Date: 10/12/2011

IDENTIFICATION				CLASSIFICATION		CODE
(1) STATE NAME -NORTH CAROLINA	BRIDGE	990293	SUFFICIENCY RATING =		38.7	
(8) STRUCTURE NUMBER(FEDERAL)	000000001990293		STATUS =	Structurally Deficient		
INVENTORY ROUTE (ON/UNDER) - ON	131014110					
(2) STATE HIGHWAY DEPARTMENT DISTRICT	13					
(3) COUNTY CODE 199	(4) PLACE CODE 00000		(112)NBIS BRIDGE SYSTEM -		YES	
(6) FEATURE INTERSECTED - BALD MTN.CREEK			(104)HIGHWAY SYSTEM NON NHS Route		0	
(7) FACILITY CARRIED SR1411			(26) FUNCTIONAL CLASS - Local		09	
(9) LOCATION .01 MILE.JCT.SR1395			(100)STRAHNET HIGHWAY - Not a STRAHNET Route		0	
(11)MILEPOINT	0		(101)PARALLEL STRUCTURE - No Parallel Structure		N	
(16)LAT 35° 59' 39.4"	(17)LONG 82° 23' 37.0"		(102)DIRECTION OF TRAFFIC - 2-way Traffic		2	
(98)BORDER BRIDGE STATE CODE	PCT SHARE		(103)TEMPORARY STRUCTURE - Not Temporary			
(99)BORDER BRIDGE STRUCTURE NO			(110)DESIGNATED NATIONAL NETWORK - Not Part of		0	
			(20) TOLL On Free Road		3	
			(31) MAINTAIN - State Highway Agency		01	
			(22) OWNER - State Highway Agency		01	
			(37) HISTORICAL SIGNIFICANCE - Not Eligible		5	
STRUCTURE TYPE AND MATERIAL				CONDITION		CODE
(43) STRUCTURE TYPE MAIN: Steel			(58) DECK		5	
TYPE - Stringer Multibeam or Girder	CODE 302		(59) SUPERSTRUCTURE		4	
(44) STRUCTURE TYPE APPR :			(60) SUBSTRUCTURE		5	
TYPE -	CODE		(61) CHANNEL & CHANNEL PROTECTION		7	
(45) NUMBER OF SPANS IN MAIN UNIT	2		(62) CULVERTS		N	
(46) NUMBER OF APPROACH SPANS						
(107)DECK STRUCTURE TYPE - Corrugated Steel	CODE 6		LOAD RATING AND POSTING		CODE	
(108)WEARING SURFACE / PROTECTIVE SYSTEM :			(31) DESIGN LOAD Other or Unknown		0	
(A) TYPE OF WEARING SURFACE - Bituminous	CODE 6		(64) OPERATING RATING - HS-16		128	
(B) TYPE OF MEMBRANE - None	CODE 0		(66) INVENTORY RATING - HS-9		117	
(C) TYPE OF DECK PROTECTION - None	CODE 0		(70) BRIDGE POSTING - Posting Required		0	
			(41) STRUCTURE OPEN, POSTED ,OR CLOSED		P	
			DESCRIPTION - Posted for Load			
AGE AND SERVICE				APPRAISAL		CODE
(27) YEAR BUILT	1983		(67) STRUCTURAL EVALUATION		4	
(106)YEAR RECONSTRUCTED			(68) DECK GEOMETRY		5	
(42) TYPE OF SERVICE : ON - Highway			(69) UNDERCLEARANCES,VERTI & HORIZ		N	
UNDER - Waterway	CODE 15		(71) WATERWAY ADEQUACY		7	
(28) LANES: ON STRUCTURE 2 UNDER STRUCTURE			(72) APPROACH ROADWAY ALIGNMENT		5	
(29) AVERAGE DAILY TRAFFIC	360		(36) TRAFFIC SAFETY FEATURES		1000	
(30) YEAR OF ADT 2010	(109) TRUCK ADT PCT 6 %		(113)SCOUR CRITICAL BRIDGES		U	
(19) BYPASS OR DETOUR LENGTH	99 MI		SCOUR PLAN OF ACTION Z			
GEOMETRIC DATA				PROPOSED IMPROVEMENTS		CODE
(48) LENGTH OF MAXIMUM SPAN	39 FT		(75) TYPE OF WORK -			
(49) STRUCTURE LENGTH	66 FT		(76) LENGTH OF STRUCTURE IMPROVEMENT		0 FT	
(50)CURB OR SIDEWALK: LEFT 0.0 FT RIGHT 0.0 FT			(94) BRIDGE IMPROVEMENT COST			
(51) BRIDGE ROADWAY WIDTH CURB TO CURB	27.5 FT		(95) ROADWAY IMPROVEMENT COST			
(52) DECK WIDTH OUT TO OUT	29.1 FT		(96) TOTAL PROJECT COST			
(32) APPROACH ROADWAY WIDTH (W/SHOULDERS)	18.0 FT		(97) YEAR OF IMPROVEMENT COST ESTIMATE		20	
(33) BRIDGE MEDIAN - No Median	CODE 0		(114)FUTURE ADT 720	(115) YEAR FUTURE ADT	2025	
(34) SKEW 0° (35) STRUCTURE FLARED	NO		INSPECTIONS			
(10) INVENTORY ROUTE MIN VERT CLEAR	99 FT 99 IN		(90) INSPECTION DATE		09/27/2011	
(47) INVENTORY ROUTE TOTAL HORIZ CLEAR	27.5 FT		(92) CRITICAL FEATURE INSPECTION :		(93) CFI DATE	
(53) MIN VERT CLEAR OVER BRIDGE RDWY	99 FT 99 IN		A) FRACTURE CRIT DETAIL - NO		A)	
(54) MIN VERT UNDERCLEAR REF Not a Highway or Railroad			B) UNDERWATER INSP - NO		B)	
(55) MIN LAT UNDERCLEAR RT REF Not a Highway or Railroad	99.9 FT		C) OTHER SPECIAL INSP NO		C)	
(56) MIN LAT UNDERCLEAR LT REF -	0.0 FT		SCOUR			
NAVIGATION DATA						
(38) NAVIGATION CONTROL - No Navigational Control	CODE 0					
(111)PIER PROTECTION - Not Applicable	CODE					
(39) NAVIGATION VERTICAL CLEARANCE	0					
(116)VERT - LIFT BRIDGE NAV MIN VERT CLEAR						
(40) NAVIGATION HORIZONTAL CLEARANCE	0					

BRIDGE MANAGEMENT UNIT
DATA ON EXISTING STRUCTURE

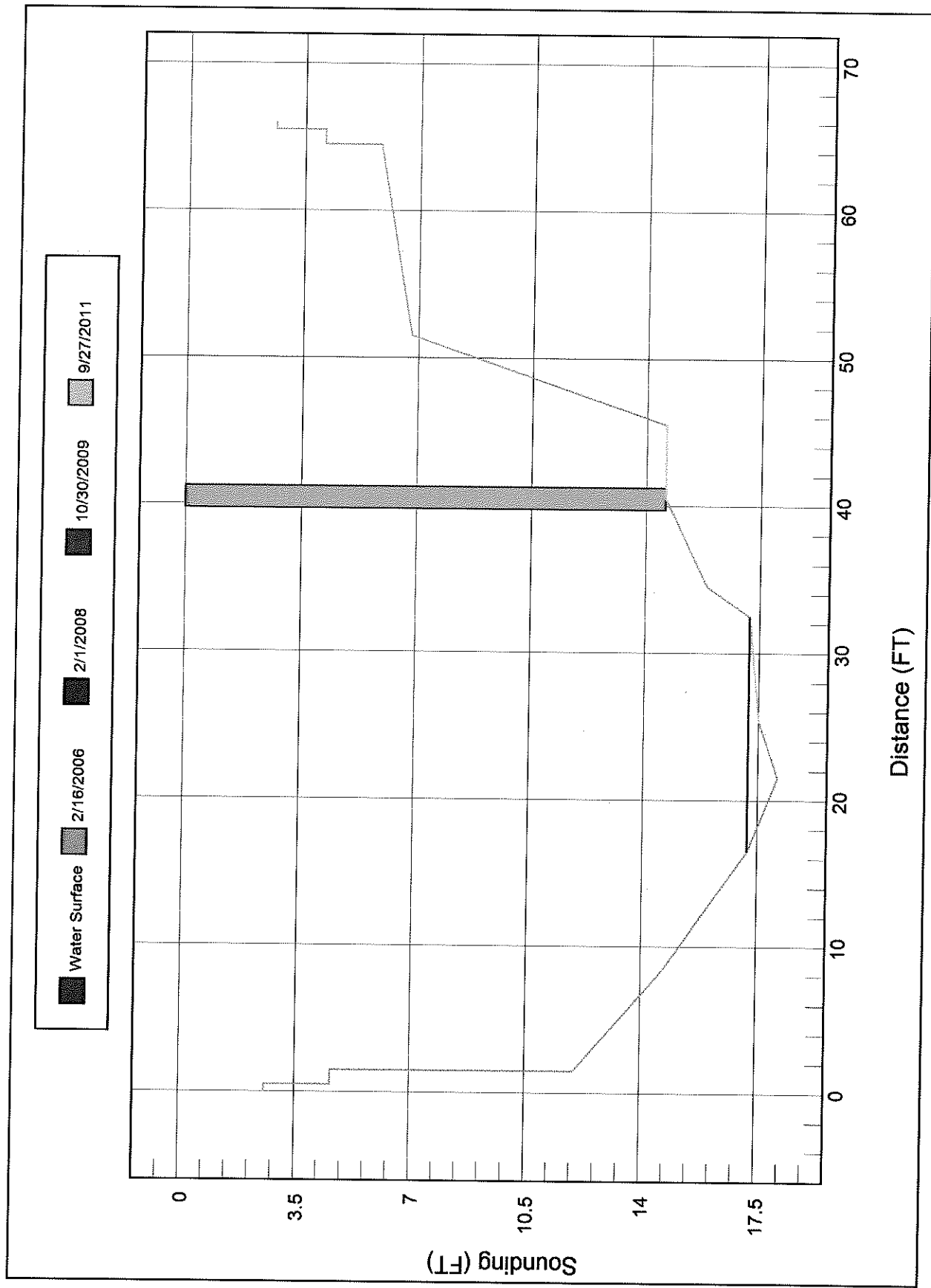
Run Date: 10/12/2011

COUNTY : YANCEY		DIV : 13		DIST : 2		STRUCTURE NUMBER : 990293		LENGTH : 66 FEET	
ROUTE CARRIED : SR1411				FEATURE INTERSECTED : BALD MTN.CREEK					
LOCATED : .01 MI.E.JCT.SR1395				BRIDGE NAME :			CITY :		
FUNC. CLASS : 09		SYST.ON : NFA		SYST.UNDER : NFA		ADT & YR : 360 2010		RAIL TYPE : LT 323 RT 323	
BUILT : 1983		BY : BMU		PROJ : 5.9051		FED.AID PROJ :		DESIGN LOAD : Other or Unknown	
REHAB :		BY :		PROJ :		ALIGNMENT : TAN		SKEW : 90	
								LANES : ON 2 UNDER	
NAVIGATION : VC 0.0 FT HC 0.0 FT				HT. CRN. TO BED : 15 FT		WATER DEPTH : 1 FT			
SUPERSTRUCTURE : STEEL PLANK FLOOR ON I-BEAMS									
SUBSTRUCTURE : E.BT1&INT.BT:STL.CAPS/H-PILES(ENC.CONC.);E.BT2:RC CAP/H-PILE									
SPANS : 1 @ 40'-3,1 @ 26'									
BEAMS OR GIRDERS : SPN1:13 LNS.24 I-BMS;SPN2:13 LNS.18 I-BEAMS @ 2'-3.75 CTS.									
FLOOR : STL.PLK/1.5 AWS		ENCROACHMENT :				DECK (OUT TO OUT) : 29.1 FT			
CLEAR ROADWAY : 27.5 FT		BETWEEN RAILS : 27.5 FT				SIDEWALK OR CURB : LT 0.0 FT RT 0.0 FT			
VERT.CL.OVER : 99 FT 99 IN		VERT.CL.UNDER : 00 FT 00 IN		HOR.CL.UNDER : 0.0 FT					
INV.RTG. : HS-9		OPE.RTG. : HS-16		CONTR.MEMBER : IB(B) w/o3bms		POSTED : SV 16 TTST 22		DATE 10/12/2011	
SYSTEM : Secondary S.R. Route						GREEN LINE ROUTE : N			
2ND OPENING :		3RD OPENING :		4TH OPENING :		5TH OPENING :			
REMARKS :									

Bridge: 990293 County YANCEY Date: 09/27/2011

STREAMBED PROFILE

TOTAL RISE 1 FT



Environmental Sensitivity Map - 2008

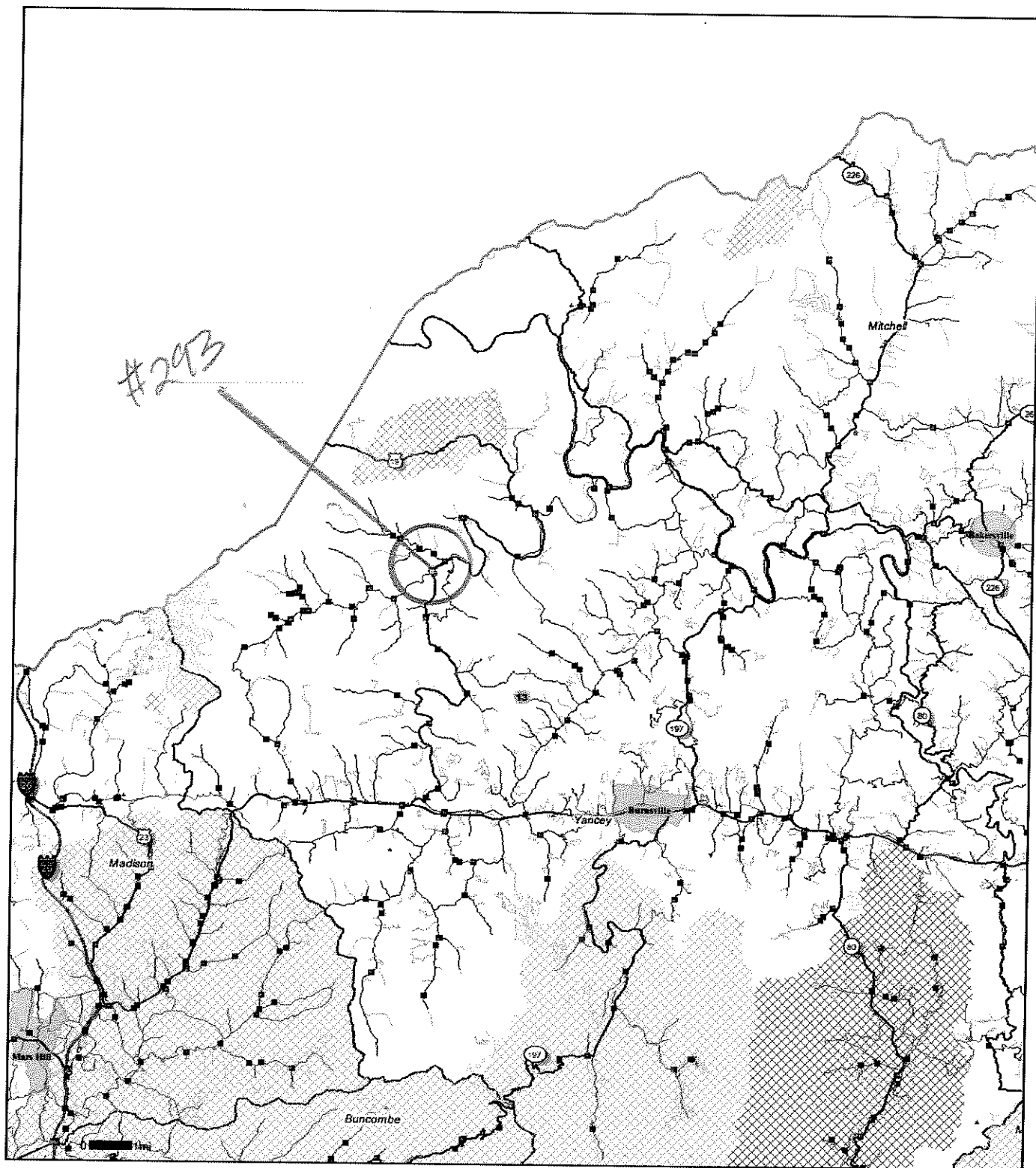
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990 293



Highway Stormwater
1998-2000

990293 LOCATION



Legend

- | | | | | | |
|---|---|--|---|--|---|
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|---|---|--|---|--|---|

990293

(142)

SPR 1423 910' SKEW
 125' 1240' SPAN
 BRIDGE CORED SLAB
 ELEV = 100.2
 ON 100' GRADE

1977 H.W. (FROM CANE RIVER)

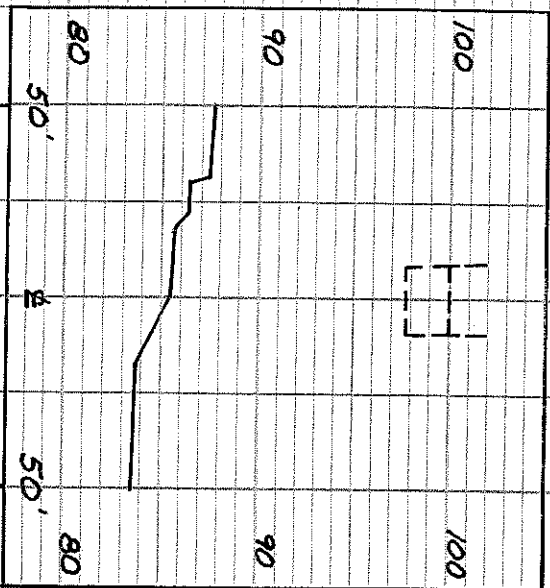
PROFILE

BM ELEV = 100'
 ASSUMED

2 NAILS @ BASE
 of Pile, 21" L
 of D+93.



APPROX. ROCK LINE



BED PROFILE

N.C. Dept. of Transportation
 Division of Highways

YANCEY CO.

REPLACEMENT OF BR. NO. 293
 ON SR1411, OVER BALD
 MOUNTAIN CREEK

SCALE: VERT.: 1"=10'
 HORIZ.: 1"=50'
 SURVEY BY: WCC
 DRAWN BY: GDD & DRH
 DATE: 1-83

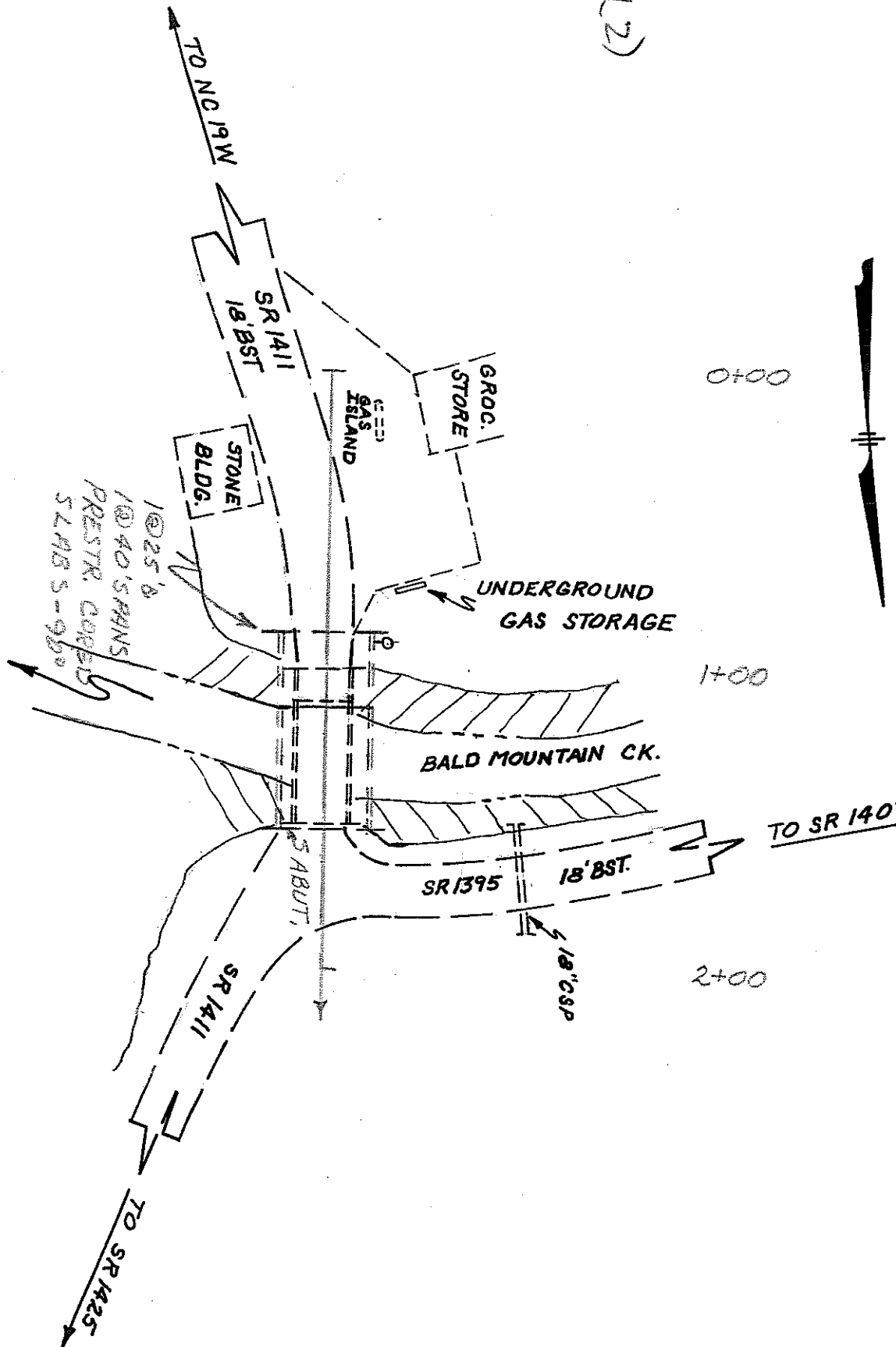
292

EXIST. STR.: BR N^o 293

CL. RDWY. 17.5'
O.A.L. = 52'
1040' SPAN w/

D.A.-15.8 mi.²
Q₂₅ - 2720 cfs
Q₁₀ - 2000 cfs

STEEL I-BEAMS
10'12" SPAN W/ CREO.
TIMBER
WATERDRAIN - FINISH



Section 4.0 – Area Studied

Table 3—Flooding Sources Studied by Detailed Methods: Revised or Newly Studied

Source	Riverine Sources		Affected Communities
	From	To	
McIntosh Branch	The confluence with Pine Swamp Branch	Approximately 50 feet upstream of Van Kirk Lane	Yancey County (Unincorporated Areas), Town of Burnsville
Mitchell Branch	The confluence with Little Crabtree Creek	Approximately 300 feet upstream of Mitchell Branch (SR 1373)	Yancey County (Unincorporated Areas), Town of Burnsville
Pine Swamp Branch	Approximately 150 feet downstream of McIntosh Branch	Approximately 400 feet upstream of East Main Street	Yancey County (Unincorporated Areas), Town of Burnsville

*Revised to reflect backwater effects from a new limited detailed study

Table 4, "Flooding Sources Studied by Detailed Methods: Redelineated," contains a list of flooding sources that were studied by detailed methods for previous FISs, but were only partially revised in the current study. Their effective analyses remain valid; however, their floodplain delineations have been revised on the current FIRM.

Table 4—Flooding Sources Studied by Detailed Methods: Redelineated

Source	Riverine Sources		Affected Communities
	From	To	
Ayles Creek	The confluence with Little Crabtree Creek	Approximately 400 feet upstream of Hickory Springs Road (SR 1153)	Yancey County (Unincorporated Areas)
Bald Creek	The confluence with Cane River	Approximately 700 feet upstream of US Highway 19	Yancey County (Unincorporated Areas)
Bald Mountain Creek	The confluence with Cane River	Just downstream of Bee Log Road (SR 1408)	Yancey County (Unincorporated Areas)
Big Creek	The confluence with Cane River	Approximately 0.5 mile upstream of Fire Scald Road	Yancey County (Unincorporated Areas)
Bowlens Creek	The confluence with Cane River	Approximately 950 feet upstream of Sutton Ridge Road	Yancey County (Unincorporated Areas)
Cane River (Downstream Reach)	Approximately 1,200 feet upstream of the confluence with Nolichucky River and North Toe River	Just upstream of the confluence of Bald Mountain Creek	Yancey County (Unincorporated Areas)
Cane River (Middle Reach)	Approximately 0.6 mile downstream of US Highway 19	Approximately 0.7 mile downstream of the confluence of Pine Swamp Branch	Yancey County (Unincorporated Areas)

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A summary of the drainage area-peak discharge relationships for the flooding sources studied by detailed methods is shown in Table 7, "Summary of Discharges."

Table 7—Summary of Discharges

Flooding Source	Location	Drainage Area (square miles)	Discharges (cfs)			
			10% Annual Chance	2% Annual Chance	1% Annual Chance	0.2% Annual Chance
Ayles Creek	Mile 0.0	4.8	1,050	1,815	2,230	3,440
	Mile 2.3	2.6	685	1,170	1,430	2,180
Bailey Branch	At the confluence with Pine Swamp Branch	0.7	*	*	860	*
Bald Creek	Mile 0.0	17.6	2,640	4,670	5,785	9,150
	Mile 2.1	12.3	2,040	3,595	4,440	6,975
	Mile 3.5	4.9	1,055	1,830	2,250	3,470
Bald Mountain Creek	Mile 0.0	15.8	2,440	4,315	5,340	8,425
	Mile 1.3	15.0	2,350	4,155	5,140	8,100
	Approximately 100 feet downstream of Bee Log Road (SR 1408)	15.1 ¹	*	*	5,690 ¹	*
	Approximately 1,150 feet upstream of Bee Log Road (SR 1408)	14.7	*	*	5,600	*
	At the confluence with North Toe River	24.6	*	*	5,520	*
Big Crabtree Creek	Approximately 2.7 miles upstream of the confluence with North Toe River	22.1	*	*	5,160	*
	Approximately 200 feet downstream of US Highway 19	16.7	*	*	4,320	*
	Approximately 2.5 miles upstream of US Highway 19	13.3	*	*	3,750	*
	Approximately 3.2 miles upstream of US Highway 19	12.3	*	*	3,580	*
	Approximately 1.3 miles upstream of Crabtree Creek Road (SR 1002)	5.2	*	*	2,090	*
	Approximately 1,800 feet upstream of Seven Mile Ridge Road (SR 1167)	2.8	*	*	1,420	*
	At the confluence with North Toe River	24.6	*	*	5,520	*
Big Creek	Mile 0.0	8.0	1,500	2,625	3,230	5,030
	Mile 1.1	7.0	1,365	2,380	2,925	4,545
	Mile 1.5	6.5	1,300	2,260	2,780	4,315
Bowlens Creek	Mile 0.0	6.5	1,295	2,255	2,770	4,300
	Mile 1.8	5.3	1,120	1,945	2,390	3,695
	Mile 3.5	3.5	830	1,425	1,745	2,675

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Table 10—Limited Detailed Flood Hazard Data

Cross Section ¹	Stream Station ²	Flood Discharge (cfs)	1% Annual Chance Water-Surface Elevation (feet NAVD 88)	Non-Encroachment Width ³ (feet)
DAVILEY BRANCH				
004	397	860	2,588.2	10 / 13
005	500	860	2,596.9	10 / 6
006	594	860	2,601.0	9 / 8
007	707	860	2,606.1	10 / 8
009	901	860	2,612.9	7 / 10
010	1,023	860	2,616.4	14 / 10
012	1,205	860	2,622.5	7 / 13
014	1,371	860	2,626.0	12 / 46
015	1,534	860	2,630.0	12 / 11
017	1,737	860	2,636.7	13 / 8
BALD MOUNTAIN CREEK				
071	7,127	5,690	2,424.9	86 / 104
072	7,185	5,690	2,424.9	104 / 61
075	7,533	5,690	2,430.8	83 / 51
076	7,618	5,690	2,432.0	48 / 50
077	7,663	5,690	2,434.2	53 / 50
077	7,719	5,690	2,436.1	48 / 56
080	7,956	5,690	2,441.0	28 / 97
084	8,411	5,600	2,452.1	108 / 28
087	8,699	5,600	2,459.6	24 / 88
089	8,911	5,600	2,467.1	25 / 70
BIG CRABTREE CREEK				
001	139	5,520	2,411.1 ⁵	35 / 36
006	568	5,520	2,411.1 ⁵	37 / 24
009	874	5,520	2,415.2	46 / 29
014	1,381	5,520	2,419.3	33 / 33
019	1,859	5,520	2,422.9	37 / 38
025	2,472	5,520	2,425.2	37 / 38
031	3,063	5,520	2,427.4	37 / 36
038	3,763	5,520	2,431.0	33 / 31
043	4,327	5,520	2,436.0	33 / 33
046	4,558	5,520	2,437.4	33 / 33
051	5,085	5,520	2,443.2	26 / 26
055	5,503	5,520	2,447.7	36 / 29
062	6,157	5,520	2,455.2	25 / 48
069	6,870	5,520	2,461.3	31 / 31
075	7,498	5,520	2,463.8	38 / 38
079	7,869	5,520	2,466.1	39 / 33
083	8,319	5,520	2,469.8	31 / 34
088	8,750	5,520	2,472.7	35 / 36
094	9,353	5,520	2,475.8	41 / 37
099	9,933	5,380	2,479.1	51 / 53
102	10,154	5,380	2,479.9	54 / 54